

BRIDGE OR TUNNEL.

FURTHER FACILITIES REQUIRED FOR CROSSING THE NIAGARA RIVER AT BUFFALO.

From the Buffalo Commercial Advertiser.

It was not very long after the completion of the International Bridge that the *Commercial* pointed out the necessity for providing still further facilities for crossing the Niagara River at Buffalo. This bridge has but one track, which is mainly occupied by the New-York Central and the Grand Trunk Railways. Other roads are permitted to use it; but they do so only because they cannot help themselves. They are obliged to submit to restrictions and tolls which render the use of the bridge both vexatious and costly. The New-York Central has pursued such a grasping policy in reference to controlling the approaches to the bridge on this side, as to place other roads practically at its mercy. The result is that the Erie, the Buffalo, New-York and Philadelphia, and the Buffalo and Jamestown roads on this side of the river, and the Canada Southern, the Great Western, the Wellington, Grey and Bruce, and other railways on the Canada side, are all anxious to find some other means of crossing Niagara River at this point, independent of the International Bridge. Unless such facilities are provided here, they will have to go elsewhere. Already, as we recently showed, parties identified with the Canada Southern enterprise are taking steps toward bridging the river at Black Creek, across Grand Island, below Tonawanda, for railway purposes. So far as it concerns the interests of Buffalo a new bridge might just as well be located at Niagara Falls or Lewiston.

It is plain enough, therefore, that if we would hope to secure and retain the business of all the railroads, projected and finished, which terminate or could be made to terminate at Fort Erie, some additional means of crossing the river here must be provided, and that soon. It must be remembered also that the proprietors of the International Bridge have utterly failed to provide the accommodations for foot and carriage passengers which were contemplated when the projectors were petitioning for the necessary charters. This traffic would undoubtedly yield a considerable revenue. At any rate it ought to be accommodated, whether it pays or not, as some compensation for the valuable franchise granted by the people through their Legislatures.

Probably the most important railway business of the future which this city is interested in securing will be that furnished by the Northern Pacific Railroad. The Northern Railway of Canada (formerly Ontario, Simcoe and Huron,) is to terminate at Sault Ste. Marie, there connecting with the lines leading West into Minnesota, which will form the Eastern connections of our Northern Pacific Railroad and the Canada Pacific. The distance from the termination of the Northern Pacific at Duluth, along the south shore of Lake Superior, to the crossing of the Niagara River at this city, is only 750 miles; while it is 1,150 miles from the same point to Buffalo by way of Chicago. The shorter line must eventually control the traffic furnished by the great Northwestern route. Nevertheless it will not come to Buffalo unless there are abundant facilities for crossing Niagara River at this point.

Is it not time, then, to look this matter squarely in the face? Another bridge, very near to the present one, has been talked of. But a tunnel under the river would be better than any number of bridges. The tunneling project has been pronounced a feasible one by competent engineers. We believe that a satisfactory charter is already in existence, procured some years ago. It ought to be permitted to see the light of day once more, and we certainly hope that some of our enterprising citizens will give this important matter their serious attention.

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